REMARKS

This response to office action is responsive to the Office Action mailed on January 30, 2006. Claims 1-20 are pending in the application. Applicant kindly thanks the Examiner for the allowance of Claims 18-20 and for acknowledging that Claims 8, 9, 16, and 17 are allowable.

Rejection under 102(e)

The Examiner has rejected Claims 1-7 and 10-15 under 35 U.S.C. 102(e) as being anticipated by Koch et al. (U.S. Patent No. 3,343,507). The rejection is respectfully traversed.

Discussion of Prior Art

Koch et al.

The Koch et al. reference fails to disclose each and every element of Applicant's claimed invention. In particular, the Koch et al. reference merely discloses a front axle of the Elliot type or reversed Elliot type with steering knuckles pivotally attached to the ends of the rigid axle by king pins. The front axle of Koch et al. is for use with commercial vehicles (e.g., heavy duty trucks). The adjustable wheel mount for both front steering wheels of four wheeled vehicles helps to adjust the camber. Camber is the slight inclination of each of the two wheels inwardly or outwardly to compensate for the deflection of the front axle under load or misalignment to obtain even tire wear. In passenger cars, camber adjustment can usually be accomplished by installing or removing shims at the wheel suspension linkage joint for each of the two front wheels.

However, in commercial vehicles which have the rigid transverse front axle of the Elliot type or reversed Elliot type with steering knuckles pivotally attached to the two ends of the rigid axle by the king pin, adjustment is difficult. Adjustment of the camber can be done by bending the axle beam (See Koch et al. at col. 1, lines 1-65). The Koch et al. reference also discloses that the device of Koch et al. is a means for adjusting the camber in roadway vehicle steering wheel assemblies especially in front axles of the reversed Elliot type without having to bend the axle. (See Koch et al. at col. 2, lines 1-5). Figure 1 of the Koch et al. reference explicitly discloses a rigid transverse front axle assembly 10 of the reversed Elliot type used with four wheeled commercial vehicles. The axle assembly comprises a solid beam 11 formed at each opposite end with an integral boss 12 having a through cylindrical bores 13 for mounting the king pin assembly. Figure 2 of the Koch et al. reference also illustrates the left end of the assembly 10 which is the reversed Elliot type. Moreover, the Koch et al. reference explicitly discloses that Figure 1 shows the entire front steering axle with both left hand and right hand axle bosses and mounted king pin and eccentric sleeve assemblies. The Koch et al. reference discloses at claim 1 a steering knuckle and king pin assembly of the type characterized by a rigid axle beam supported at both ends by ground engaging wheels mounted on said steering knuckle and pivoted upon a king pin, said king pin mounted on said axle beam in substantially vertical angular position . . . to vary the wheel chamber. The Koch et al. reference is silent with respect to a motorcycle triple clamp comprising a body defining a first motorcycle fork clamp opposite a second motorcycle fork clamp along a common

centerline. The body defines a motorcycle center steering pivot, said center steering pivot including a pivot centerline. An offset defined by said common centerline and said pivot centerline, and at least one clamp insert having an eccentric form insertable in each of said first motorcycle fork and said second motorcycle fork, said clamp insert configured to shift the offset of a motorcycle front wheel.

In contrast, Applicant's claimed invention provides for a triple clamp including a body defining a first fork clamp opposite a second fork clamp along a common centerline, the body defining a center steering pivot, the center steering pivot including a pivot centerline. An offset is defined by the common centerline and the pivot centerline. At least one clamp insert has an eccentric form insertable in each of the first fork and the second fork, the clamp insert configured to shift the offset, as claimed in part in claim 1.

One of ordinary skill in the art clearly understands that the motorcycle triple clamp for the front forks of the motorcycle front wheel as claimed are not remotely close to or associated with a rigid axle beam having a king pin assembly for each of the two ground engaging wheels that steer a commercial truck.

The Koch et al. reference does not disclose or remotely suggest the claimed invention. The Koch et al. reference discloses a means for altering the camber of the two steering tires for four wheeled vehicles with a rigid axle and king pin assembly. There is no mention or suggestion of a clamp body forming a first fork clamp and a second fork clamp, a center steering pivot formed in said clamp body between said first fork clamp and said second fork clamp, said center steering pivot

defines a steering centerline, said first and second fork clamps define a fork centerline, an offset formed between said steering centerline and said fork centerline; and a clamp insert including an insert body defining an insert wall defining an insert inside diameter and an insert outside diameter, said clamp insert outside diameter configured to be insertable in each of said first fork clamp and said second fork clamp and configured to shift said offset, as claimed in part in claim 12.

In no equal terms are the components of a motorcycle steering assembly which includes front forks that mount to a single center steering pivot designed to steer a single front wheel the same as or remotely the same as a steerable axle with a rigid axle beam supported at both ends by ground engaging wheels. A motorcycle is a two wheeled vehicle with a single front steering wheel. The Koch et al. reference does not disclose a motorcycle or any part of a motorcycle. The Koch et al. reference is strictly limited to four wheeled vehicles with rigid axle beam Elliot type and reverse Elliot type steering assemblies. There is not even a remote hint in the Koch et al. reference that any parts of the Elliot type steering assembly can be modified in any form to transform into the front forks and steering mechanism of a motorcycle. A triple clamp and its exclusive relationship to the motorcycle front forks and steering mechanism is clearly understood and recognized by one of ordinary skill in the art as claimed and described in Applicant's specification. The Koch et al. reference fails to disclose a triple clamp or anything remotely close to a triple clamp. The Koch et al. reference fails to disclose a body defining a fork clamp let alone a first fork clamp and a second fork clamp. There is no center steering pivot disclosed in the

Koch et al. reference. There can not be a center steering pivot, since the device of Koch et al. is a two wheeled steering device for a four wheeled vehicle. There is no offset defined by the common centerline and pivot centerline in Koch et al. There is no clamp insert having an eccentric form insertable in each of the fork clamps configured to shift the offset of the motorcycle front steering wheel disclosed in Koch et al.

The numeral 12 in figure 1 of Koch et al. is an integral boss of a solid beam 11 of an axle for a heavy duty truck and is not a fork clamp of a motorcycle. King pins 18 are mounted in each of the bosses 12 of the front axle of the trucks for supporting the two front wheels of the truck.

Since the Koch et al. reference fails to disclose each and every claimed element of independent claims 1, and 12, then the Koch et al. reference fails to anticipate Applicant's claimed invention.

Withdrawal of the rejection under 35 U.S.C. § 102(e) is therefore respectfully requested.

Further remarks regarding the asserted relationship between Applicant's claims and the prior art are not deemed necessary, in view of the foregoing discussion. Applicant's silence as to any of the Examiner's comments is not indicative of acquiescence to the stated grounds of rejection.

The cited art of record and not relied upon does not render the present invention anticipated or obvious.

Conclusion

In view of the above, reconsideration and allowance of each of the claims is respectfully requested. If there are any remaining issues that need to be addressed in order to place this application into condition for allowance, the Examiner is requested to contact Applicant's representative.

Respectfully submitted,

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Attorney Docket No.: BURNS-001
Date: April 25, 2006